(b) There is no such proposal under consideration of the Government.

Landing of A-320 Airbus at Cochin airport

1930. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government had declared as early as in November, 1992 that A-320 Boeing Flights would be landing at Cochin Airport;

(b) whether it is also a fact that the said assurance stands unimplemented so far;

(c) if so, the reasons therefor;

(d) whether it is also a fact that the runway of Cochin Airport is longer than Calicut, Madurai and Jaipur airports where Airbuses are landing; and

(e) whether Government are taking steps for immediate operation of Airbuses at Cochin Airport?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) Yes, Sir. In view of the unidirectional airfield of Cochin with obstructions around the airport it has not been possible for Indian Airlines to introduce A-320 aircraft to/from Cochin.

(d) The runway length of Cochin Airport is larger than Madurai and Jaipur.

(e) A Committee has been constituted with representatives of the Director General of Civil Aviation, Indian Airlines, Central Training Establishment, Hyderabad and Airports Authority of India to consider the possibility of safe operations of A-320 aircraft to/from Cochin.

Advice to RRB to Recognise Workmen Unit

1931. SHRI NILOTPAL BASU: Will the Minister of FINANCE be pleased to state:

(a) whether Government have advised the Regional Rural Bank to recognise the workmen unit as per Labour Laws of the land; and

(b) if so, why the management of Gurdaspur Amritsar Grameen Vikas Bank has not yet recognised to workmen Association of the said bank?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) Presumably the Hon'ble Member is referring to workmen unions. Government have advised the Regional Rural Banks to recognise workmen union as per the prevailing laws.

(b) Punjab National Bank, the sponsor Bank of Gurdaspur Amritsar Kshetriya Gramin Vikas Bank (GAKGVB) has reported that the management of GAKGVB has recognised the employees' union.

Number of flights being run overseas by Indian Airlines

1932. SHRI YERRA NARAYANASWAMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flights being run by Indian Airlines overseas;

(b) whether it is a fact that foreign flights of Indian Airlines are not showing adequate profit; and

(c) if not, what was the profitability of the foreign sector of Indian Airlines, sector-by-sector in 1995-96?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Indian Airlines is at present operating 102 international flights per week including 12 flights per week as joint venture flights with Air India.

(b) and (c) No, Sir, Sector-wise profitability of Indian Airlines on the international sectors for 1995-96 is annexed as statement.

Statement

Sectorwise profitability of IA on the International Sectors during the period April 1995 to March 1996

S.No.	SECTOR	Sur/Def over total cost (Rs. in Lakhs)
1.	CALCUTTA-CHITTAGONG	52.12
2.	CALCUTTA-YANGOON	91.04
3.	TRIVANDRUM-MALE	434.57
4.	MADRAS-COLOMBO	329.52
5.	CALCUTTA-DACCA	302.70
6.	BOMBAY-KARACHI	212.02
7.	DELHI-BANGKOK	204.70
8.	CALCUTTA-KATHMANDU	175.21
9.	BBY-CALICUT-FUJIRAH-SHARJAH-CCJ-BBY	168.11
10.	KATHMANDU-VARANASI	144.68
11.	TRIVANDRUM-COLOMBO	150.06
12.	CALICUT-GOA-KUWAIT	119.21
13.	DELHI-KATHMANDU	108.52
14.	DELHI-AHMEDABAD-MUSCAT	90.52
15.	CALICUT-DOHA-BAHRAIN	49.58
16.	DELHI-SHARJHA-KUWAIT	19.90
17.	DELHI-KATHMANDU	32.54
18.	BBY-CALICUT-RA' KHAIMA-SHARJAH-CCJ-BBY	32.91
19.	CALCUTTA-BANGKOK	416.77
20.	BOMBAY-AHMEDABAD-SHARJAH	513.49
21.	HYDERABAD-SHARJAH	541.14
22.	BOMBAY-MADRAS-SINGAPORE	828.39
23.	BOMBAY-CALICUT-SHARJAH	1152.17
24.	MADRAS-KAULAMPUR-SINGAPORE-MADRAS	1721.36
	GRAND TOTAL	2626.13

Chaos in skies due to expansion of airlines

1933. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the newsitem captioned "Airline expansion may lead to traffic chaos in skies" as reported in the Financial Express, dated 1st October, 1996;

(b) if so, whether the private airlines are keen to induct more planes;

(c) whether the expansion of fleet by private airlines is going to create congestion in the skies; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) yes, Sir.